DR. K. P. RAMAN PILLAI : ഗവണ്മെൻറിൽ നിന്നും തന്ന പോളി മടിക്ക് ട്ടേബിൾ അനുസരിച്ചാണോ.

MR. PADIYARA JOSEPH KUNJU: മൈൽക്കുറ്റി നോക്കിയാലും ഗവണ്മെൻറിൻെറ ആൽമനക്ക് നോക്കിയാലും ഈ കണക്ക് തെറ്റാണെന്ന അറിയാമോ?

PRESIDENT : What is the exact figure ?

MR. PADIYARA JOSEPH KUNJU : Sir, it is 23 miles.

DR. K. P. RAMAN PILLAI : ഒരുപക്ഷേ ഈ കണക്കു പെറ്റായിരിക്കാം. തെറ്റാണെങ്കിൽ തിരുത്താൻ തയ്യാറാണ്.

Diesel Engine Vehicles of the State Transport Department.

232. * MR PADIYARA JOSEPH KUNJU : Will the Government be pleased to state :

(*a*) how many diesel engine vehicles have been purchased for the State Transport Department hitherto ;

(*b*) how many of these diesel engines have been subsequently converted into petrol engines and the cost incurred for such conversion ; and

(*c*) how many of those vehicles are now running—

(i) on crude oil ; and

(ii) on petrol ?

MR. E. G. SALTER : (*a*) 86.

(*b*) 47 ; net cost of conversion Rs. 22,778-26-6.

(*c*) (i) Nil, but 12 on High Speed Diesel Oil.

(ii) 38 on petrol and 9 on Gas.

MR. PADIYARA JOSEPH KUNJU: ഡീസൽ എൻജിനു പെട്രോൾ എൻജിനായി രൂപാന്തരപ്പെടുത്തുവാൻ ഉണ്ടായ കാരണം എന്താണെന്നു പറയുമോ?

MR. E. G. SALTER : Sir, the reasons which prompted the Department for taking this step have been explained at length in this House on more than one occasion, but for the benefit of the member who asks this question, I will again explain. At the outbreak of the war, the vehicles of the department had already run more than 75,000 miles each and had begun to show signs of needing overhaul. At that time we found that spare parts for which orders had been placed were not available in India and we were not able to obtain them. The position became worse and worse and the honourable members might remember

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some of the sarcastic remarks about the considerable amount of smoke which was emitted from the exhaust pipes. This was caused by worn pistons, cylinders and rings, worn injector elements and nozzles but the parts could not be replaced because spare parts were not available anywhere in India, neither could they be made in India. The department therefore was confronted with the adoption of one of three alternatives. One was to scrap the vehicles, (2) to set them aside until such time after the war as spare parts would be available. and (3) to fit them with petrol engines and continue to operate. The department in its innocence or ignorance adopted the latter but perhaps the member with his obviously superior knowledge and constructive ideas could have suggested a fourth, which did not occur to the department.

MR. PADIYARA JOSEPH KUNJU: ആകപ്പാടെ വന്ന ഡീസൽ എൻജിൻ വാങ്ങിച്ചിട്ടുള്ളതിൽ ര ണ്ണം പെട്രോൾ എൻജിൻ ആയി രൂപാന്തരപ്പെടുത്തി എന്നു പറയുന്നു. ബാക്കിയുള്ളതിന്റെ അവസ്ഥ എന്താണ്?

MR. E. G. SALTER: Two were destroyed by sympathisers of the State Congress, eighteen have been sold and seven are in dock undergoing overhaul.

MR. PADIYARA JOSEPH KUNJU: ഈ ഏഴു എണ്ണം വിൽക്കുന്നതിനുള്ള കാരണം എന്താണ്?

MR. E. G. SALTER: For the simple reason that we do not wish to set up a museum of antiques.

Sub-Registrar's Office at Mavelikara.

233. ✻**MR. P. NARAYANA PILLAI:** Will the Government be pleased to state:

(*a*) whether there is an increase in the number of documents registered in the Sub-Registrar's office at Mavelikara during the last three years;

(*b*) whether a corresponding increase has been made in the staff of this office; and

(*c*) the number of clerks in the Sub-Registrar's office at Mavelikara at present?

MR. K. MADHAVA KURUP: (*a*) Yes.

(*b*) No.

(*c*) Six.

Sub-Registrars' offices at Pandalam, Mavelikara, etc.

234. ✻**MR. P. NARAYANA PILLAI:** Will the Government be pleased to state:

(*a*) the number of documents registered in the Sub-Registrar's office at Pandalam in the Mavelikara taluk during 1117; and

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